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Both in an agricultural and industrial point of view Lombardy was one of the richest provinces of the monarchy. The value of landed property is officially estimated, according to the net produce, at a capital of 1,054,722,666 florins, and the value of the soil only at 159,409,925 florins. The annual industrial revenue of the Lombards, among whom the lists of the contributors reckon 7,304 dealers and manufacturers, 1,216 hawkers, 60,700 workmen in factories, 56,388 servants, and 357,489 journeymen, is estimated at 61,858 florins. The Austrian florin is worth about 50 cents of our money.

ECUADORIAN DEBT.

The debt of Ecuador to the British public amounts to £1,824,000, bearing a minimum interest of one and a maximum of six per cent. For the due payment of the interest one-fourth of the customs receipts of Guayaquil have been specially hypothecated. The bondholders have lately memorialized the Foreign office to interfere in protecting their interests, viewing the blockade of that port by the Peruvians as a serious confiscation of their property, and the Minister has promised to pay due attention to the subject.

From the same memorial we learn that the Ecuadorian Government has adjudicated to the British bondholders 4,500,000 acres of land, in payment of £566,600, being part of the debt, and issued therefor 5,666 land warrants of £100 each. These lands consist of five distinct assignments, three of which—the Pailon, Atacames, and Molletura—are situated west of the Cordillera, and two—the Camelos and Gualaquira—lie to the eastward of these mountains. The holders of the land warrants have formed themselves into a company, and had in view the immediate occupation of the lands.

But to this arrangement the Peruvian Government objects, and it would appear that the proceedings of the Ecuadorian authorities in this matter are the pretext for the present war. Peru claims the lands sequestered as a part of

her own domain; and, furthermore, has become jealous of British influence on the Amazon.

Should it be the intention of the British Government to interfere in this affair, we may anticipate difficulties on the western coast, in which our Government may have a word or two on the subject of American interests, as our commerce in these regions has of late years become somewhat extensive, and will in the future seek a magnificent development.

COAL TRADE OF WESTERN PENNSYLVANIA.

The bituminous coal trade of Western Pennsylvania is rapidly assuming a magnitude of which few are aware.

The Pennsylvania Railroad carried during the year 1858 no less than 187,535 tons, viz.; from Blairsville 4,560 tons, from Latrobe 18 tons, from Manor Station 16,967 tons, from Irwin's 59,278 tons, from Larimer's 44,409 tons, from Brinton's 296 tons, and from Wilkesburg 62,007 tons, and delivered at Philadelphia 73,915 tons, at Pittsburg 98,542 tons, and at way stations 14,078 tons. This exhibit does not include 80,000 tons used by the railroad company, nor does the report state where that quantity was obtained.

During the same year the Pittsburg and Connellsville Railroad carried 7,902 tons, and the Alleghany Valley Railroad 20,622 tons; while the Monongahela Navigation carried 25,696,669 bushels, and the product of the mines below the Navigation amounted to 3,291,666 bushels.

Reducing the tons to bushels at the rate of 26½ to the ton, the aggregate coal trade of the Pittsburg district may be set forth as follows:

Carried by Pennsylvania Railroad.....	4,969,677	bush
Used by do.....	2,120,000	"
Carried by Pittsburg and Conn. RR.....	209,404	"
Carried by Alleghany Valley RR.....	546,483	"
Carried by Monongahela Navigation.....	25,296,669	"
Products of other districts.....	3,291,666	"

Total Pittsburg and vicinity.....36,833,892 bush.

Valued at 5 cents a bushel, this amount would net \$1,841,694; but on the average it must sell at a higher price, and, therefore, we may safely set down this trade in its present state of development as worth two millions of dollars a year.